

Headquarters Air Mobility Command



05

EN ROUTE STRATEGY FOR AFRICOM SUPPORT

AMC/A8XAE

4 March 09

Unrivaled Global Reach for America ... ALWAYS!



OVERVIEW



-
- **AMC Global En Route Strategy Overview**
 - **AFRICOM Scope**
 - **Where We've Been & Where We Could Go**
 - **Posture & Airlift Strategy**
 - **Strategy Coverage**
 - **Required Improvements**
-



GLOBAL EN ROUTE STRATEGY OVERVIEW



Unrivaed Global Reach for America ... ALWAYS!



STRATEGIC OBJECTIVES

2015 - 2025



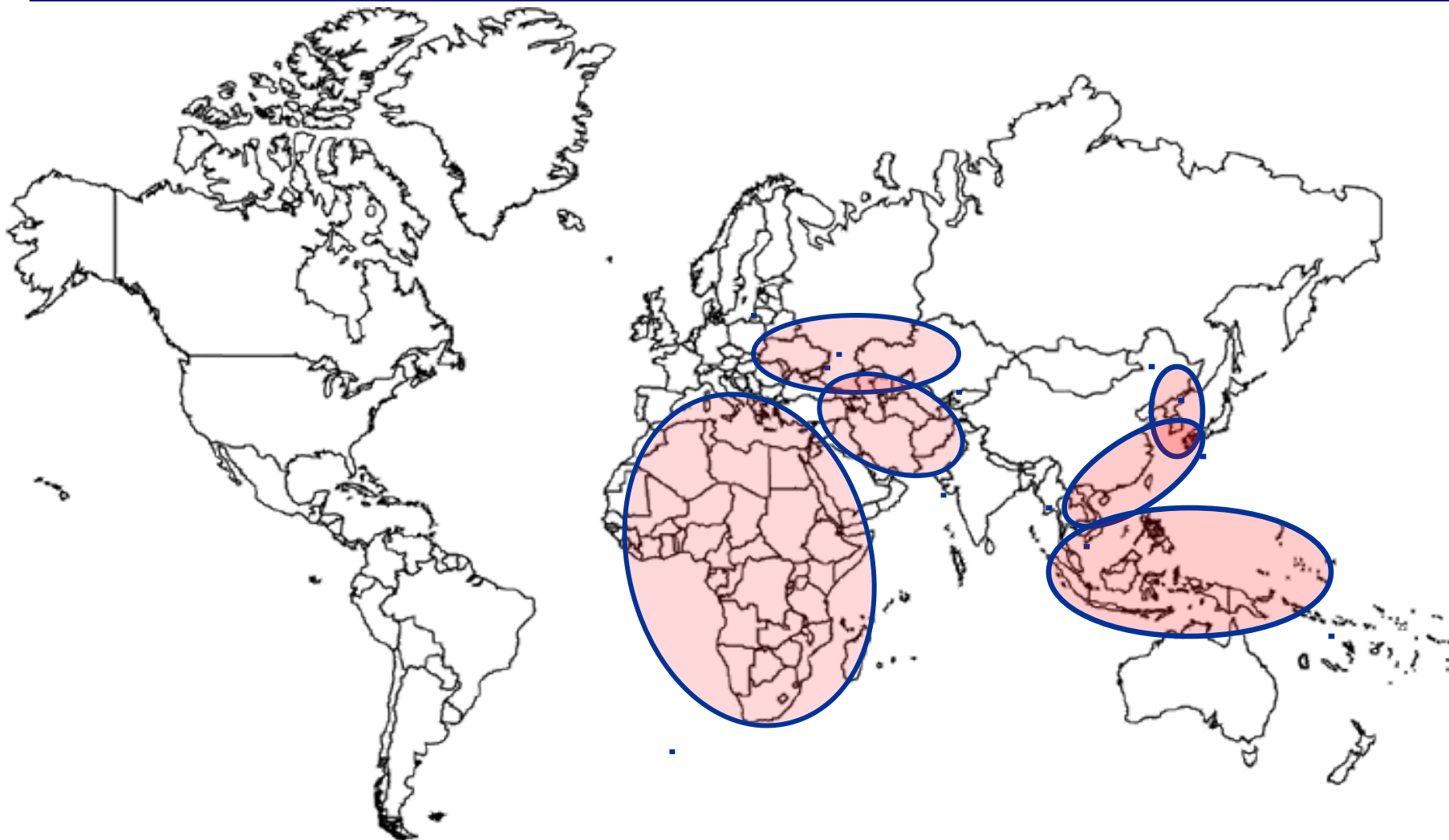
- **Enhance Seam Coverage With Full Spectrum Of Passenger And Cargo Movement**
 - **Limited By Political Sensitivities**
 - **Optimized For Fiscal Constraints**
 - **For Current And Anticipated Areas Of Interest**
- **Incorporate Tankers Into En Route Strategy**
- **Preserve Prior Infrastructure Investments And Identify Next Level Of Investment**
- **Minimize Risk Of Operations**
- **Maximize Operational Capabilities Of Mobility Platforms**

ULTIMATE GOAL . . . GLOBAL ACCESS

Unrivaled Global Reach for America ... ALWAYS!



PROPOSED COVERAGE OBJECTIVES



Unrivaed Global Reach for America ... ALWAYS!



ASSUMPTIONS



- **2025 Global Political Landscape Similar To Today**
 - **No Significant Change In Overflight Restrictions, But Adjustments Needed**
- **2025 StratAir Fleet Will Consist Primarily Of C-17s**
 - **2,000NM Unrefueled Out-And-Back Distance**
 - **3,500NM Point-To Point Distance**
- **Airlift Strategy Built On Organic Airlift Flow**
- **Air Refueling Enhances Airlift Capabilities**
- **Maximize Existing Infrastructure**
- **No Permanent Africa Basing (Except At Camp Lemonier, Djibouti)**
- **APOEs/APODs Not Considered Part Of En Route System**
- **Maximize Throughput While Minimizing Risks To Mission Success**
- **Maximize Global Coverage While Concentrating On Areas Of Concern**

Unrivaled Global Reach for America ... ALWAYS!



GLOBAL EN ROUTE STRATEGY SUMMARY



- **Atlantic “Three-Use-Two” Strategy Provides Two Routes To Support Ops In Any Theater**
 - Northern And Central Routes Support Eurasia And SW Asia
 - Southern Route Supports Africa
- **Pacific “Two-Route Plus” Enhances Existing Infrastructure**
 - Tier II Option (Iwakuni) On Japan To Complement Yokota
 - Determine Relief For Andersen Choekpoint
 - U-Taphao And Cam Ranh Enhance Access To Indonesia
- **Strategy Adopts Tankers In Both A/R And Airlift Roles**
 - A/R Locations In Close Proximity To Established A/R Routes
 - TTF Locations Take Advantage Of Airlift Capability
- **Feeds Global Access And Infrastructure Assessment (GAIA) And Mobility Capabilities And Requirements Study (MCRS) 2016**



CATEGORIZATION OF EN ROUTE LOCATIONS



Capability	Tier I	Tier II	Tier III	Expeditionary
Operations	24/7	24/7	Less Than 24/7, AF Permanent Presence	No Enduring AF Presence
Maintenance	WMOG = 3 Or More , 30 Events/Day, R&R, Predictive Mx, Fuel Cell, Limited Backshop, 2 Or More MDSs	WMOG = 1 Or More , 10 Events/Day R&R For 2 MDSs	WMOG = 0 - 1 0 - 4 Events/Day	As Mission Dictates Rotational Forces
Refuel	20 WB W/in 24 Hrs , Demand = 600K Sustained, 1M Surge 3M Gal Store	10 WB W/in 24 Hrs , Demand = 300K Sustained, 500K Surge 1.5M Gal Store	5 WB W/in 12 Hrs , Demand = 150K Sustained, 200K Surge, 750K Gal Store	As Mission Dictates
Aerial Port	WMOG = 3 Or More WB Full hub/spoke services, provides full-spectrum to limited distribution services (multi-modal) in support of DPO mission, may include full break- bulk operations	WMOG = 1 Or More WB Provides in-transit aerial port support, to include: trans-load, break-bulk, flightline-to- truck dock "customer receipt" aerial port services	WMOG = 0 - 1 Provides limited aerial port services, to include: import/export capability only--Can expand services as required with manpower/equipment augmentation	As mission dictates rotational forces initially established with Air Mobility Contingency Response (port opening) capability. Can be sized as necessary to meet full distribution capability or limited "customer receipt" capability.
C2	24/7 ops , 2 or more controllers	24/7 ops , single controller	less than 24/7 ops	As required



ATLANTIC THREE-USE-TWO ROUTE STRATEGY





SCOPE OF SUPPORT



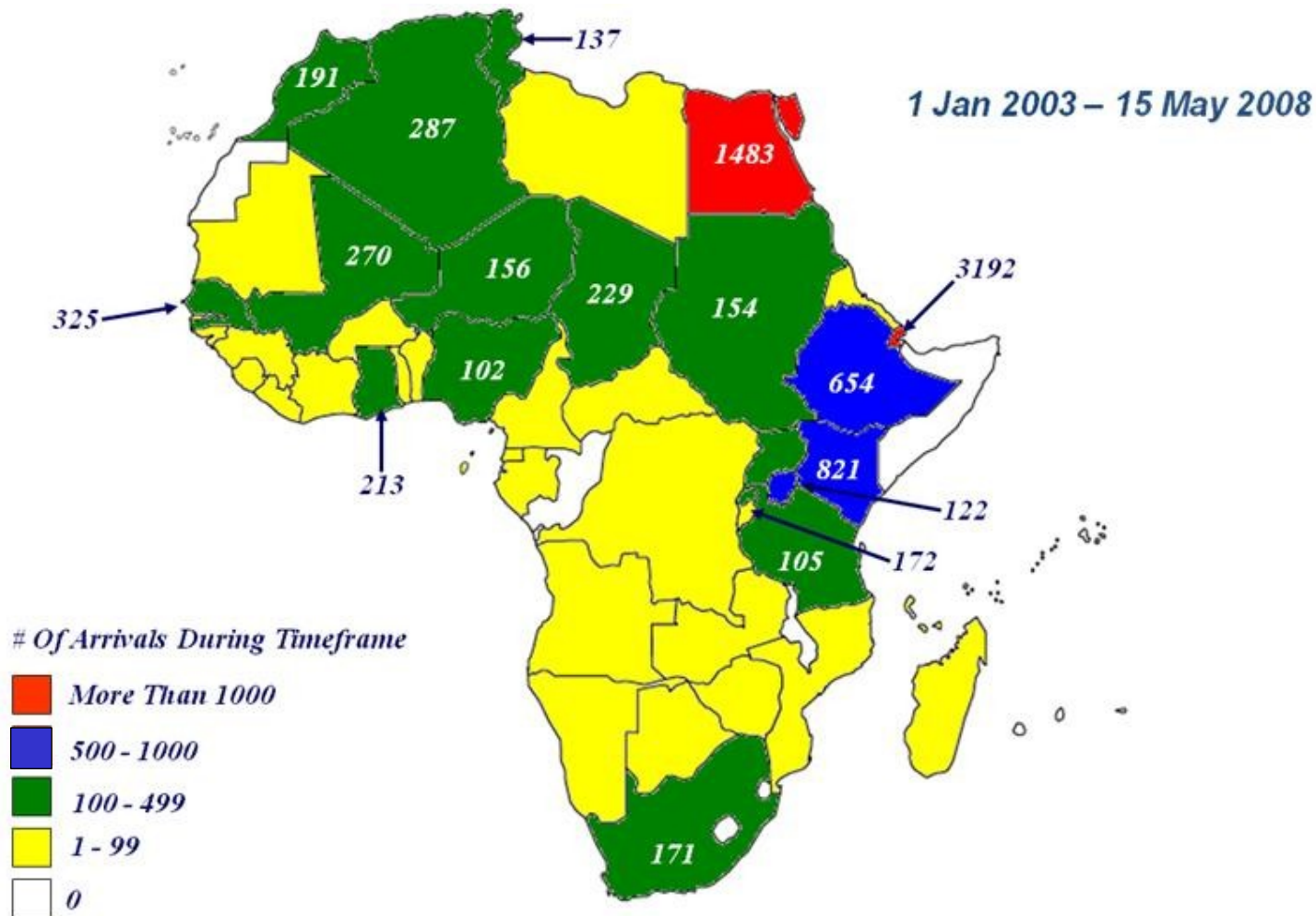
-
- **Until Strategic Airlift Requirements Are Established, AMC Has Developed A General Strategy For AFRICOM Airlift Support**
 - **Coordinated With AFRICOM En Route Infrastructure Steering Committee (AERISC)**
 - **Integrated into Draft Theater Posture Plan**

 - **This Strategy Is Based On:**
 - **Where We Have Been**
 - **Where We Could Go**

 - **This Strategy Feeds Into USTC Global Access & Infrastructure Assessment**
-



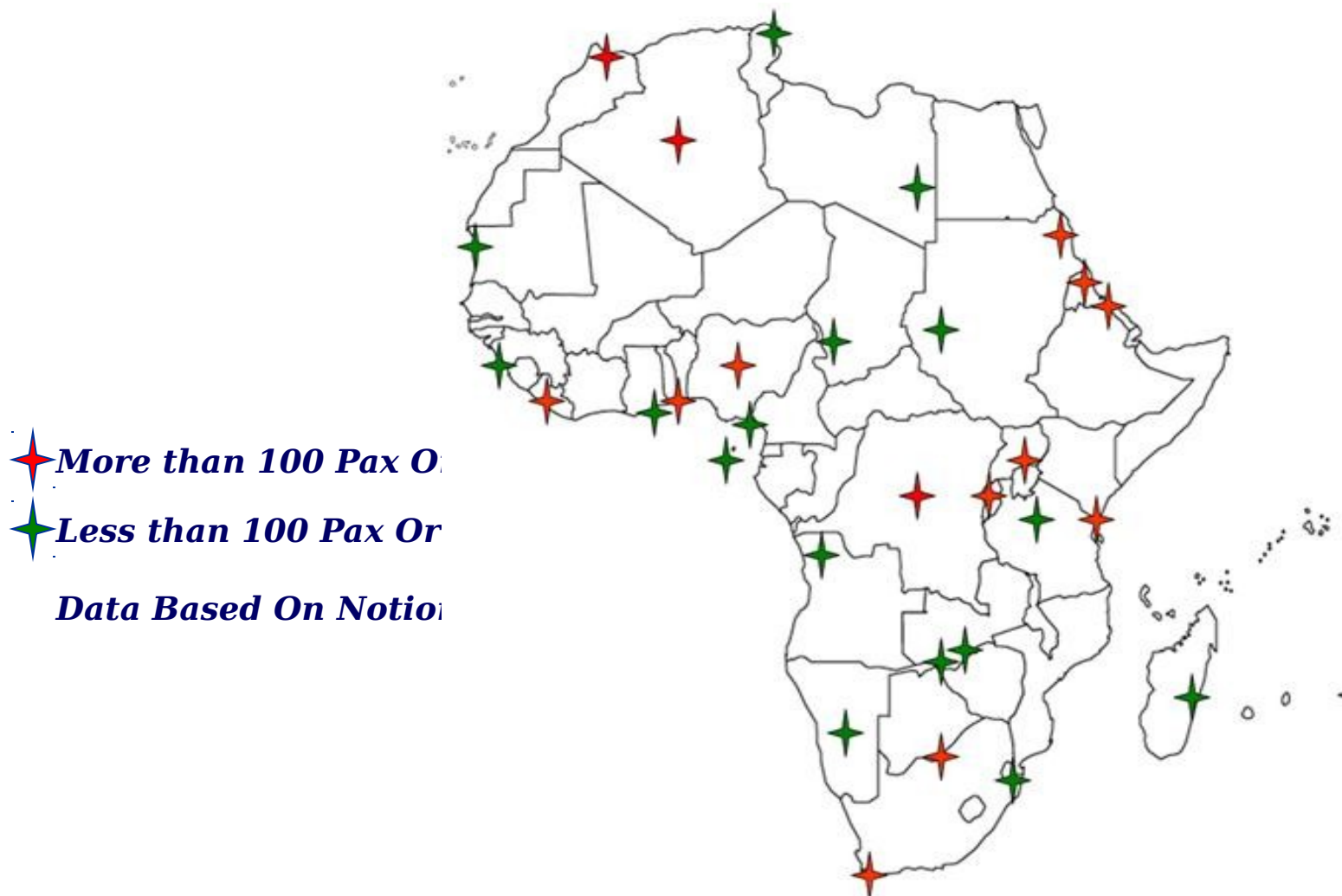
WHERE WE'VE BEEN



Unrivaed Global Reach for America ... ALWAYS!



WHERE WE COULD GO



Unrivaed Global Reach for America ... ALWAYS!



AMC EN ROUTE STRATEGY



- **Primary Access To Africa Via North & West:
i.e. Mediterranean, Djibouti And Ascension Island**
 - **Sole Continental Presence At Djibouti**
 - **Coverage Does Not Require Fuel At APODs**
 - **Access To South Africa Will Require Fuel At APOD**
- **Mediterranean Access May Require Enhanced Mobility Ops At Sigonella & Souda Bay**
 - **May Compete With NATO/USAFE UAV Ops At Sigonella**
- **Djibouti's Mobility Footprint Should Be Expanded For Greater Mobility**
- **Ascension Access Dependent On UK Negotiations And DESC Project To Enhance Fuel Delivery/Storage**



ATLANTIC THREE-USE-TWO ROUTE STRATEGY

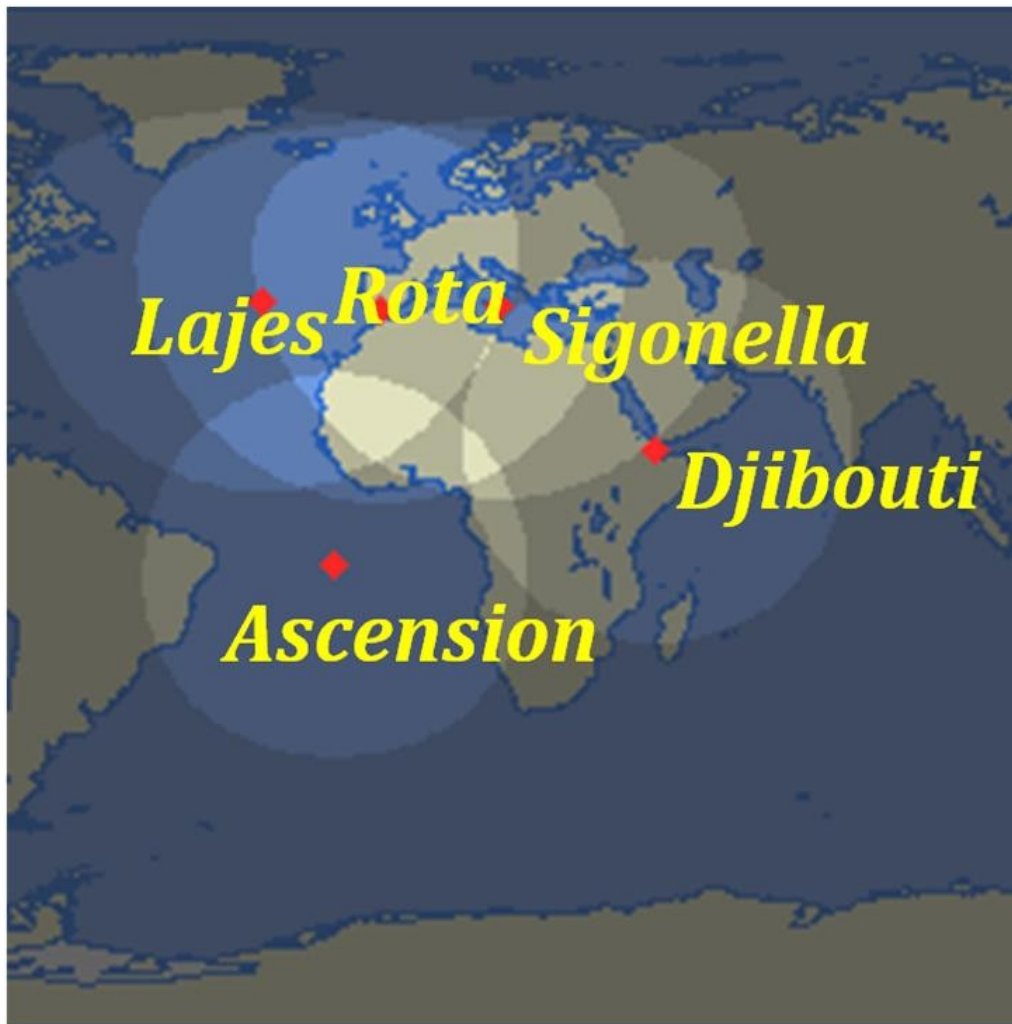




AFRICAN COVERAGE



- **2000 NM Range Rings**
 - Permits Offload At APOD And Return To Base Without Refueling
 - Range With Refueling At APOD = 3500 NM
 - Range Rings Do Not Account For Overflight Restrictions
- **Two Key Locations For African Access Planned To Be Expeditionary**
 - Djibouti And Ascension
 - Both Locations Will Require Negotiations For Improved Access
 - Djibouti Would Need Expanded Parking MOG



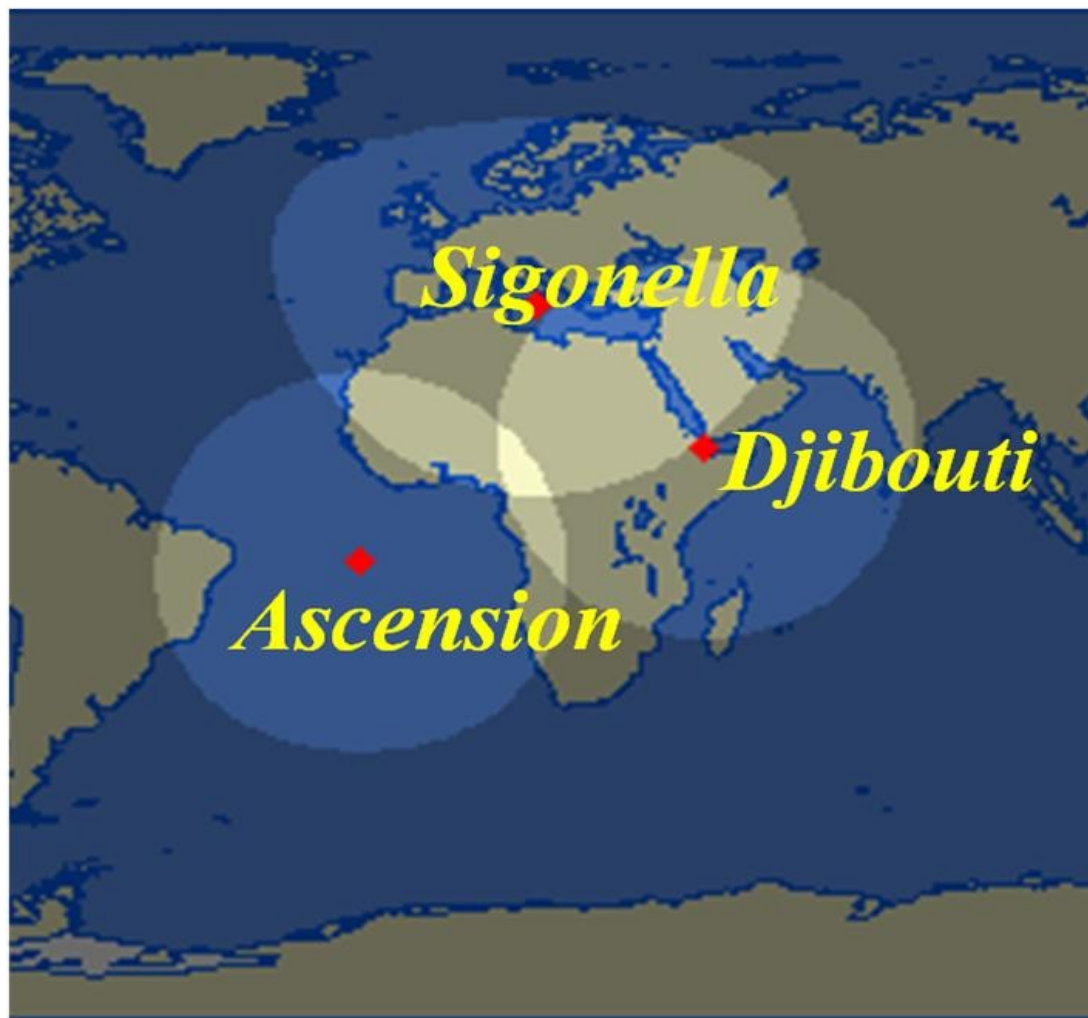
- **Countries In South Of Africa Require Refueling**

Unrivaled Global Reach for America ... ALWAYS!



AFRICAN COVERAGE

(Best Coverage With Fewest Locations)



Unrivaled Global Reach for America ... ALWAYS!



REQUIRED IMPROVEMENTS



- **Secure Ascension Access And Determine Necessary Infrastructure**

- **Locations Requiring Enhancement**
 - **Djibouti - Enhance Mobility Footprint**
 - **Rota - Enhance Maintenance To Hub Standards**
 - **Sigonella - Robust Wide-Body Ramp**
 - **Souda Bay - Robust Wide-Body Ramp/Expeditionary Personnel/ Contracts**



EN ROUTE STRATEGY WAY AHEAD



■ Keys To Success

- Ensure
USAFE/EUCOM/CENTCOM/AFRICOM Buy-In**
- Develop Strategy For Diplomatic
Engagement**
- Work Hand-In-Hand With
TRANSCOM/AFRICOM To Establish
Cooperative Contracts With Commercial
Concerns In Africa**
- Strategy Built On Organic Aircraft Flow**